

IN THE CLAIMS

Please amend the claims as follows:

1. (Original) A regional aircraft boarding pier, comprising:
a primary passenger bridge;
a first pier hub connected to the primary passenger bridge; and
at least one secondary passenger bridge coupled to the primary passenger bridge, wherein
at least one of the first pier hub and the at least one secondary passenger bridge include a cab for
docking with a regional aircraft, and wherein the pier is capable of docking a plurality of aircraft
including at least one regional aircraft within a docking bay area sufficient for about only a
single large aircraft.
2. (Original) The regional aircraft boarding pier according to claim 1, wherein the least
one secondary passenger bridge is coupled by an attachment to one of the first pier hub and the
primary passenger bridge.
3. (Original) The regional aircraft boarding pier according to claim 1, wherein the
regional aircraft boarding pier is configured to accommodate nine or fewer regional aircraft.
4. (Original) The regional aircraft boarding pier according to claim 1, wherein the
regional aircraft boarding pier is configured to accommodate four or fewer regional aircraft.
5. (Original) The regional aircraft boarding pier according to claim 1, wherein the
regional aircraft boarding pier is configured to accommodate a large aircraft and at least one
regional aircraft.
6. (Original) The regional aircraft boarding pier according to claim 1, wherein the
regional aircraft boarding pier is deployed at a location selected from at a concourse terminus,
between two large aircraft boarding bridges, adjacent a large aircraft boarding bridge, adjacent
two regional aircraft boarding piers, adjacent a single regional aircraft boarding pier, and

Title: INTERSTIAL REGIONAL AIRCRAFT BOARDING PIER, AND METHOD OF USING SAME combinations thereof.

7. (Original) The regional aircraft boarding pier of claim 1, further including: at least one tertiary passenger bridge connected to one of the least one secondary passenger bridge.
8. (Original) The regional aircraft boarding pier according to claim 1, wherein the pier hub includes at least one passenger amenities facility.
9. (Original) The regional aircraft boarding pier according to claim 1, wherein the first secondary regional aircraft passenger bridge is configured for first-in-last-out docking of a regional aircraft.
10. (Original) The regional aircraft boarding pier according to claim 1, wherein the docking bay area sufficient for about only a single large aircraft is in a range from about 0.4 times the area, and about less than two large aircraft.
11. (Original) A regional aircraft boarding pier, comprising:
 - a primary passenger bridge;
 - a first pier hub connected to the first primary passenger bridge;
 - a first secondary regional aircraft passenger bridge extending from the first pier hub; and
 - wherein the first secondary regional aircraft passenger bridge is part of two to five coupled secondary aircraft passenger bridges.
12. (Original) The regional aircraft boarding pier of claim 11, wherein the regional aircraft boarding pier extends from an airport concourse, and wherein the regional aircraft boarding pier is a first regional aircraft boarding pier that deployed at a location, selected from at a concourse terminus, between two large aircraft passenger boarding bridges, adjacent a large aircraft passenger boarding bridge, adjacent two regional aircraft passenger boarding piers, adjacent a single regional aircraft passenger boarding pier, and combinations thereof.
13. (Original) The regional aircraft boarding pier according to claim 11, wherein the pier

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hub includes at least one passenger amenities facility.

14. (Original) The regional aircraft boarding pier according to claim 11, wherein the regional aircraft boarding pier is configured to accommodate a large aircraft and at least one regional aircraft.

15. (Original) The regional aircraft boarding pier according to claim 11, wherein the docking bay area sufficient for about only a single large aircraft is in a range from about 0.4 times the area, and about less than two large aircraft.

16-21. Cancelled

22. (New) A regional aircraft boarding structure, comprising:
a first hub;
a first secondary regional aircraft passenger bridge extending from the first hub;
wherein the first secondary regional aircraft passenger bridge is part of two to five coupled secondary aircraft passenger bridges, and wherein the structure is capable of docking a plurality of aircraft including at least one regional aircraft within a docking bay area sufficient for about only a single large aircraft.

23. (New) The regional aircraft boarding structure of claim 22, wherein the regional aircraft boarding structure is coupleable to an airport concourse, and wherein the regional aircraft boarding structure is a first regional aircraft boarding structure that is deployable at a location, selected from at a concourse terminus, between two large aircraft passenger boarding bridges, adjacent a large aircraft passenger boarding bridge, adjacent two regional aircraft passenger boarding structures, adjacent a single regional aircraft passenger boarding structure, and combinations thereof.

24. (New) The regional aircraft boarding structure of claim 22, wherein the regional aircraft boarding structure is configured to accommodate a large aircraft and at least one regional aircraft.

25. (New) The regional aircraft boarding structure of claim 22, wherein the docking bay area sufficient for about only a single large aircraft is in a range from about 0.4 times the area, and about less than about two times the area.

26. (New) The regional aircraft boarding structure of claim 22, wherein the first hub is coupleable to an existing large aircraft passenger bridge.

27. (New) The regional aircraft boarding structure of claim 22, wherein the structure can occupy a docking bay area having a aspect ratio of about 1.18, and wherein the docking bay area occupy able by the structure includes a buffer multiplier factor selected from about 1, about 1.05, about 1.1, about 1.15, about 1.2, and greater than about 1.2.

28. (New) The regional aircraft boarding pier according to claim 1, wherein the pier can occupy a docking bay area having a aspect ratio of about 1.18, and wherein the docking bay area occupy able by the pier includes a buffer multiplier factor selected from about 1, about 1.05, about 1.1, about 1.15, about 1.2, and greater than about 1.2.

29. (New) The regional aircraft boarding pier according to claim 11, wherein the pier can occupy a docking bay area having a aspect ratio of about 1.18, and wherein the docking bay area occupy able by the pier includes a buffer multiplier factor selected from about 1, about 1.05, about 1.1, about 1.15, about 1.2, and greater than about 1.2.